



**THE RAIL INDUSTRY FIRE
ASSOCIATION
Business Plan
July 2020 to July 2022**

MISSION STATEMENT

To promote a common approach within the International Rail Industry to setting fire safety standards, their management and practice by:

- Exercising influence
- Providing information
- Enhancing and developing a professional approach to fire safety

Introduction

This report outlines the plan for the ongoing development of RIFA during the period 2020 to 2022.

It will be an interesting period, seeing the UK and the world are currently living through a world-wide Covid-19 pandemic. Since March, this has resulted in restrictions and lockdowns impacting all aspects of our lives, such

Business Plan 2020 to 2022



as our own virtual AGM and accompanying seminar in July. For the near future there doesn't appear to be any change to the situation.

Though RIFA will be impacted in the way we meet and conduct our business, working from home and virtual meetings have now become the norm for most members in their working and private lives. As the AGM has shown, technology is also available to hold virtual meetings with a larger audience. Though it was not smooth sailing, and gremlins crept into some of the technology during the AGM, these will need to be resolved for any future larger meetings or seminars.

During the pandemic RIFA will be compliant with Government requirements and advice, and any RIFA business such as the meeting of the Executive/Management Committees, Working Groups as well as the seminars will be conducted virtually via the internet.

Previous Chair

Our previous chair Ben Mossop, had a very unusual period, due to issues of the RIFA Bank Account. I won't spell them out within this report, as the saga would be enough for a book in its own right. Suffice it to say that Ben's vision and aims for the Association could not be fully realised during his term as Chair. However, as many of them are in-line with my own, I have integrated them within this report, and so ensure that his proposal can also be realised.

Objectives

The rail industry continues to be very busy in the UK; from continued refurbishment of existing stations, reinstating disused railway infrastructure through to developing new stations, depots, tunnels and routes. Fire safety is an integral part of all of these projects.

It is RIFA's aim to continue to support the rail industry, and all its contributors and users, in order to address the fire safety aspects of:

- ! Life Safety - For passengers, staff, visitors and fire and emergency rescue personnel
- ! Asset Protection - To provide adequate protection in relation to railway specific assets
- ! Business Continuity - To minimize the risk to interruption of railway services and business
- ! Environment – To protect the environment

These objectives are often seen within fire safety documentation, but they also clearly state our mission to support fire safety within the railway industry to ensure it is a **sustainable** transport now and for the future.

RIFA's will support these objectives by:

- ! Promoting and continually improving the understanding with regard to fire safety for all aspects associated with railways.
- ! Aim to actively contribute, influence and shape legislation, standards and guidance for railway fire safety in the UK and around the world.
- ! Develop and promote training and education opportunities to ensure individuals and organizations are and remain competent to work on the railways.
- ! Work closely with our fire service members and colleagues to assist with specialist training and support for railway incidents.

Business Plan 2020 to 2022



Membership

An Association and its objectives can only be realised by its members.

Though RIFA has a wide ranging membership and core management team, along with an overseas chapter in the USA, more can be done to continue to recruit members. Young engineers who are just starting to those with years of experience; individuals, consultant engineering companies, railway operators and owners, educators, fire equipment installers and manufacturers, fire and rescue services. Each with their own interest in fire safety in the railway as well as experiences that are worth harnessing in the working group and services RIFA is able to provide to the members.

Our current membership grades are:

<i>Associate members</i>	Individual fire engineers or any person who has an interest in fire safety for railways.
<i>Affiliate members</i>	Companies or individuals who provide a commercial service to the railway industry such as educational, institutes, associations and companies.
<i>Full members</i>	Rail industry organisations or companies.
<i>Complimentary members</i>	Membership is awarded by the Executive Committee in return for giving assistance to RIFA.

The current RIFA Executive Committee members are:

Chair:	Nicole Hoffmann
Vice Chair:	Andrew Brown
Secretary:	David Rayworth
Treasurer:	Jason Seward
International President:	Tony Cash

In addition there is also the USA Representative Bob Andrews, who will be informed and consulted by the International President.

Working Groups

Following a few years of minimum activity, the working groups are to be re-invigorated. This is to ensure that we continue to develop RIFA, serve the rail industry and fire and rescue services, by capturing the knowledge and experience of our current and potentially new members.

As a minimum, three RIFA members are to form a working group.

Given below are the existing, old and new working groups (WG) along with their current and new focus for the coming two years, as well as why others should not be continued.

Working Group 1: PR and Events

The communication of RIFA with its existing and new members as well as the wider general audience is key to engage, interest and inform. We currently have a website, a LinkedIn group as well as Twitter. As more guidance is developed by the WGs then these will require announcements along with publication and sharing.

As the web-site is for many the first point of contact, and for others a regular visit, it should always provide a welcome to RIFA. News should be provided of current fire/rail incidents; what the WG are working on and what is new in the member pages; as an incentive to become a member. Members are to be able to not only assist in



developing guidance by joining one of the working groups, but also benefit in receiving them as part of their membership.

We have always had a few seminars throughout the year; this should be continued. And why not go further? Why can't we have instead of several speakers on one day, several days with one speaker? We could intersperse the perhaps more formal seminars with shorter talks. This could for example show-case the WG and introduce them to a wider audience and so perhaps encourage more to join?

Seminars are to be hosted by RIFA, which will be free to attend by members. On-line seminars would also be a benefit to the international rail industry and could also attract members from overseas; as they would not only be able to contribute but also share their own local experiences.

- ! Provide communication from RIFA to its members as well as a wider audience.
- ! Develop and host a program of seminars.

Working Group 2: Sustainability, Materials and STEM

The world's climate and environment are changing. At the same time the creativity and innovation of materials, products and vehicles are never ending. All these continuing to challenge the fire engineer and fire services, the understanding of fire behaviour and fire-fighting. So we should be active in trying to understand how all of this will impact the fire and railway industry.

Should we:

- ! Promote more use of suppression in order to perhaps reduce the amount of water required by the fire services' activities? If we have longer drier summers, should we store more water to ensure we have water available in the event of a fire?
- ! Should we increase fire resistance to protect our infrastructure more?

We will be:

- ! Developing insight and inform members of new materials and their application.
- ! Monitoring the revisions of BS 45545, NFPA 130 and BS 9992 in terms of material requirements.
- ! Reviewing the source of the materials used and their carbon footprints.
- ! Promoting fire safety as a sustainable railways discipline.
- ! Promoting education and training for our members of RIFA as well as apprentices and STEM initiatives.

This group should be developing further insight and guidance documents on these issues for our members.

Working Group 3: Fire and Rescue Services and Facilities

Railways are currently being constructed in developing countries as they are seen as the best means to re-start their shattered economies such as due to previous conflicts. However, it is often a very sad fact that the manning, training and facilities for the emergency services are often ignored. Train incidents in tunnels and stations in remote developing countries will require dedicated responses.

Closer to home, RIFA had initiated a review of portable fire-fighting equipment; ranging from extinguishers to trolleys. This will be progressed.

RIFA aims to provide the knowledge resource for fire services so that we can offer our expertise to identify with them any short fall in understanding and equipment and to provide the technical support to assist these fire services to have available the necessary training and equipment for railway incidents.

- ! Emergency Planning for railways – establish a guidance document.

Business Plan 2020 to 2022



- ! Tunnel and station firefighting – best practice guidance.
- ! Examination of current guidance for portable fire-fighting equipment.
- ! Production of a Railways specific guidance document.

Working Group 4: Egress for All

Working on various railway projects it has become evident that there are still many areas of concern regarding the provisions and process of addressing the needs of PRM in an emergency. This working group is to review the railway journey and assess the current standards and guidance and their applicability, as well as identify where there are any potential gaps and areas of improvement.

- ! What are the needs for PRM and what should be provided?
- ! Why are their gaps and how can they be addressed?
- ! Is further guidance required for RSET assessments?
- ! Are there any additional operational requirements and procedures?